by sale. If that is possible that policy should be adopted. Of course, the Government must decide for themselves.

Mr. President : The Government will get a large profit.

Demand put and carried

20. Rs. 13,441 under "11—Forests and Tramway—2. Tramway"

Mr. T. Narayana Menon *(Conservator of Forests):* Sir, I rise to move for an additional allotment of Rs. 13,441 under "11-Forests and Tramway—2—Tramway".

Demand put and carried

TOKEN MOTION

Supplementary demand of Rs. 100 under "28—A—Civil Engineering"

Mr. President : I request the indulgence of the House to permit me to make a few remarks.

The question of providing a western outlet through Cochin for the rich Anamalais planting district and at the same time open up forest areas in this State suitable for plantation or cultivation has engaged the attention of Government for some time. The question was taken up for investigation so far back as 1916 by Diwan Sir Joseph Bhore. This was before the days of the extensive use of motor transport and the proposal then was to extend the tramway. This scheme and other connected schemes were very costly and were dropped. With the opening of Cochin Harbour, the desirability of establishing direct communication with the Anamalais became obvious and the question was taken up again at the instance of the Harbour Engineer-in-Chief. With the development of Motor transport, a road was preferable to tramway extension, as it was cheaper, opened up more fresh country and provided a more rapid and complete means of transport. A survey was carried out and an estimate prepared for a road connecting Chalakkudi with the Anamalai Road system in Malakiparai Estate. My predecessor entered into negotiations with the planters but as they were unable to bind their respective companies to give the guarantee demanded, the negotiations, fell through.

A further examination of the scheme at the request of the planters after I took charge showed that the State stood to gain so substantially from the construction of the road, that it was decided to reopen negotiations. On this occasion, negotiations were carried

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on with the Anamalais Ropeway Co., Ltd., which included among its members' almost all the estates in the Anamalais and was able to give undertakings. As a result of these negotiations, an agreement was eventually reached. The main provisions in brief are as follows.—

For the first 7 years after the completion of the road during which it is open for traffic, the Ropeway Co., shall pay unconditionally a minimum sum of Rs. 42 thousand a year. The company shall in lieu of tolls, pay Rs. 3 a ton on all goods carried on the road up to 14,500 tons or up to the quantity required to produce an amount equal to 5 per cent of the capital cost of the road, whichever is greater. For additional tonnage, the company will pay at the rate of Rs. 2 a ton. Any alteration in the rates at the end of the 7 years period will be effected only after consulting the company. The Government will collect tolls on vehicles not belonging to the company. In respect of lorries, the tolls will be collected at such rates as will ensure that goods cannot be carried in non-company vehicles at less than Rs. 3 a ton. The company's goods will be conveyed from Chalakkudi to Cochin by rail, but special provision is made for an alternative route, should the Railway Company raise the rates unreasonably.

I will now explain the benefits which will accrue to the State, both financial and otherwise. Though this State is one of the most thickly populated tracts in the world, nearly 40 per cent of the area is uninhabited forests. The remaining area is heavily over-populated. The construction of the road will, at a conservative estimate, open up land 12,000 acres in extent suitable for tea, cardamoms, and perhaps pototoes and possibly several thousand acres more. In addition, some 1,200 acres of land suitable for paddy cultivation lie close to the road. Besides affording "*lebensraum*" (living space) for His Highness' subjects, the sale of these areas and the trees is expected considerably to exceed the capital cost of the road, and the assessment considerably more than the maintenance cost. As regards the disposal of these lands, care will be taken to give first preference to Cochin State subjects for a sufficiently long period, to afford them ample opportunity to purchase. The new road will also open up undeveloped forest areas, and the Conservator considers that, excluding portions to be disafforested, they will bring in an additional revenue of about half a lakh of Rupees.

In my speech at the opening of the last session, I stated that Government proposed to examine various possible methods of providing more employment in the State. The construction of this road is expected to provide immediate employment for about 6,000

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coolies, So far as the future is concerned, the prosperous Anamalais Tea Estates employ a labour force of nearly 40,000 and the planters informed me that after the opening of the road, they hoped to employ not only a large number of Cochinites as labourers, but a substantial number in the higher posts as well.

A large amount of valuable trade, particularly in grain and bazaar goods generally, will be attracted to this State and this promises to bring prosperity and employment to many.

The natural outlet for these hills, Cochin port, will also benefit substantially.

It is perhaps dangerous, especially in these times, to present a financial forecast, but I feel that it is necessary to make the attempt however rough the estimate may be. The cost of the road is estimated at 8·60 lakhs. The Chief Engineer informs me that this is a liberal estimate and that the actual cost may be considerably less. Further a fresh survey of the eastern portion of the road is to be undertaken with a view to shortening it, if possible. However, in view of war conditions, I think it is safer not to anticipate any reduction. In estimating the land value to be obtained for the plantation area, I have taken only the rate at which Sir Joseph Bhore actually received offers in 1916. In estimating the receipts from the Ropeway Co., I have taken into account the company's representative's statement that they anticipate that at least 17,000 tons of their goods will be carried over the new road and that it may be considerably more, as the estates are still developing and as some 26,000 tons were carried by the Ropeway last year.

The rough financial forecast is as follows.—

Expenditure non-recurring	.. *Eventual receipts non-recurring*	
Cost of road : 8·60 lakhs	.. Sale of lands	7·80 lakhs
	.. Sale of trees	5·0 lakhs
Expenditure recurring	.. *Eventural receipts recurring*	
Maintenance Rs. 25,000	.. From company	Rs. 50,000
	.. From Tolls	Rs. 10,000
	.. From Land Revenue (net)	Rs. 35,000
	.. From Forests (net)	Rs. 45,000
Total ..		Rs. 1,40,000

This takes no account of increased Income-tax receipts and port customs receipts likely to be received. Even if it is held that this is an optimistic forecast, it is clear that besides bringing prosperity and employment to many of His Highness' subjects the scheme is attractive from the point of view of the State's finances.

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I consider that this scheme promises to be highly beneficial to the State, and that there is good justification for undertaking the work of construction without delay. I commend the motion to the favourable consideration of the House, and request the Government Secretary to move the token motion.

Rao Sahib K. Achyuta Menon *(Secretary to Government):* Mr. President, Sir, I rise to move for an allotment of Rs. 100, under Civil Engineering. This is a token motion merely to enable the House to be in possession of all the details, and after the elaborate and lucid statement by the Hon'ble the President, I do not think I need traverse the ground over again. I wish only to state that regarded from any aspect—from the aspect of direct return of capital outlay, or the opening of new roads or forest exploitation and cultivation, or from the stand-point of land development, or from the stand-point of additional revenue to the port or from the increase of trade for the merchants in the State or from the other more utilitarian and immediately beneficial point of view of employment to the unemployed or even as a market for the low land produce—from any point of view, the construction of this road is not only sound, but so far as direct return of the outlay is concerned, the scheme contains possibilities amounting to certainties of consequential development which would not only bring in considerable revenue but also add greatly to the prosperity of the people of the State. Incidentally, I may state that this last sentence is not mine, but of the Hon'ble Member Mr. Walmesley. I take great delight in saying this. In his first letter he stated the construction of this road would result in the cultivation of considerable plots of lands. There is an entirely unproductive area suitable for rice cultivation between Kanjirapilli and Athirapalli alone, and there are other areas which are ripe for cultivation, and the land tax to be levied subsequently would recoup the Government for the capital outlay of the scheme.

I only wish to add one more fact. The scheme is not entirely new to the House. The Advisory Committee on Industries and Commerce passed a resolution on 15th February 1936, suggesting that this road should be taken up by the Government. The Road Board also expressed this opinion on 26th Vrischigam 1111. They said that it would open up remunerative sources and thereby add considerably to the revenues of the State. I may also point out that the proposition has received the further attention of not only the officers of the Government and their congratulations, but of the people who could be expected to know in detail with respect to the

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vast utilitarian possibilities of success which underlies this scheme. I have great pleasure in placing this demand before the House.

Mr. A. B. Salem *(Mattancheri):* Have the Government found out contractors who would undertake the construction of this road?

Rao Sahib K. Achyuta Menon *(Secretary to Government):* The question would come up only later.

Mr. H. J. Walmesley *(Nominated):* Mr. President, Sir, I trust that all the members of this House have received the announcement that Government intend to proceed with the construction of a road from Chalakkudi to the tea-planting district in the Anamalai Hills with as much satisfaction as I have done.

I think the construction of this road will do more for the State and its people than any other undertaking has done with the exception of the construction of the Cochin Harbour.

It is no good crying over spilt milk; but had this road been built 25 years ago when Sir J. Bhore first considered its construction in the place of the somewhat decrepit collection of temporary buildings which constitute the Chalakkudi bazaar, we should have had by now a fine modern town.

If you look at the progress made by the city of Pollachi during this period you will get a fair measure of what the Chalakkudi district has lost and you will recognize that the last statement is not an exaggeration.

Fortunately, it is not too late to regain something of what we have missed, and much new prosperity will follow quickly on the opening of this road.

The planting district in the Aanamalai Hills which comprises some 35,000 acres of cultivation and employs over 40,000 people in full and regular employment is situated about the same distance from Pollachi as from Chalakkudi. There is a road connecting the estates with Pollachi but this was found to be incapable of carrying the traffic a good many years ago and as negotiations for the construction of the road to Chalakkudi failed, a ropeway from the hills to Pollachi was constructed which last year transported some 26,000 tons of goods.

However well this ropeway has worked the fact remains that at Pollachi goods and produce are still distant by from ports of shipment, Calicut 135 miles, Cochin 150 miles, Tuticorin 200 miles and Madras 250 miles whereas from Chalakkudi the distance is only a little over 30 miles to our fine modern Port of Cochin.

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It seems obvious that if this road is constructed most of the traffic must prefer, in its own interests, the route *via* Chalakkudi and Cochin.

I do not know why the scheme suggested in the time of Sir J. Bhore did not mature, but when I was a member of the Advisory Committee of this House on Commerce and Industry and came across some figures of the magnitude of the trade to and from the Anamalai Hills and after making some more detailed enquiries, I came to the conclusion that the State was missing a wonderful opportunity. I brought the facts which came to my knowledge before the Committee and the scheme then received the consideration of Government.

I think Sir Shanmukham Chetty and his government were satisfied as to the possibilities of the scheme and what it would do for the State, but unfortunately, agreement was not reached on the point of guaranteed toll income and the scheme was again shelved.

I hear today with the greatest satisfaction that agreement which is fully satisfactory to the State interests has now been reached.

The Diwan has told you what trade may be expected and what the State stands to gain, but I should like to add something to this.

Probably, the greatest single gain will be the increase of traffic over the State Railway to the Cochin Harbour and the consequent inerease in customs revenue.

This may take a little time to show up but what will be evident almost immediately will be the increased trade in Chalakkudi for the small traders and the agricultural producers and shop-keepers, *i.e.*, the people themselves, when a minimum of 15,000 tons of new traffic in goods and produce pass annually through the town. There will follow a big share of the bazaar and provision trade amounting to Rs. 50,000 weekly. There is also the possibility of opening up new lands and development of tea-planting industry in which the people of Cochin unlike those of Travancore have shown little enterprise so far.

Then, as to the question of expenditure on the road; even here the toll income should easily pay all maintenance charges and a fair return on the capital expenditure.

Further, practically speaking, the whole cost of construction will be spent within the State itself, mainly on wages, a point of importance at the present time when there is considerable distress among the labouring classes in the State.

Finally I would suggest to those who may have any lingering doubts about the success of the scheme to turn to the success of

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similar road schemes in past years. I would refer in particular to the road from Munnar to Neriamangalam and Alwaye constructed a few years ago by the Travancore Government. Conditions there were very similar. There already existed a road connection from Munnar to the plains in the north and a ropeway to the plains in the east.

I am told that within a very short time, practically the whole traffic of the high range district was using the new road to Alwaye and Cochin.

I trust you will all recognize that the construction of this road is going to do a very great deal for the State and that you will give Government your approval and urge the necessity of a start on the work at the earliest possible date.

Mr. V. K. Bhaskara Menon *(Cranganur):* May I know Sir, what vital urgency is there in such a vast work being taken up now? It is not clear from your statement. Why should this work be taken up just now when the State is finding itself very difficult in the matter of finance?

Mr. President: There are two answers. One is the financial benefit. The second is that this is particularly necessary because there is a large amount of unemployment.

Mr. V. K. Bhaskara Menon *(Cranganur):* As regards the second answer, what I say is there are a number of schemes brought forward here. This Council has unanimously passed that those schemes may be taken up, and schemes that ought to have been taken up in later years were being taken up to solve the problem of unemployment. At the time of your predecessor, the Government definitely enunciated the policy that they will be taking up those works so that unemployment can be solved in other parts of the world. I am wondering why this scheme of all schemes should be preferred to older schemes.

Mr. President: Because this scheme has two benefits.

Mr. V. K. Bhaskara Menon *(Cranganur):* All the figures have now been placed before us only today. It is very difficult to come to a conclusion all at once. Some breathing space should be given to consider the question in detail. We want to go through the figures in your statement and the figures furnished by Mr. Walmesley. I would therefore request that this particular motion be taken up tomorrow so that there may not be any lingering opposition as Mr. Walmesley put it. That lingering opposition will be vanishing, when we have thought over the matter.

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Mr. A. V. Moothedan *(Chalakkudi):* I have great pleasure to support the motion, and I congratulate the Government in having brought this subject in the form of a token motion before the House for expressing their views. Regarding the financial aspect and other utilitarian aspects, these have already been explained by the Hon'ble the President, the Secretary to the Government and Mr. Walmesley. I do not wish to add anything more, but only one or two words. Sir, this road is a link between the great Tamil Nadu and Kerala, like the Burma Road. By this road, Tamil Nadu will be brought nearer to Cochin State and we will be associated more and more closely with the Tamil brothren. I have given notice of a resolution for the construction of this road. The distance from Chalakkudi to Pollachi is about 140 miles; if this road is constructed it will be reduced to 1/3. The distance will be very much shortened. The time for going to Pollachi will also be less. As the Diwan President correctly expressed, our State is very thickly populated. In future years, we won't find lands for agricultural purposes. Therefore, we must see that more industries are started and encouraged and it is for that purpose that this road is opened. By opening this road, the commercial prosperity of the State will be increased. My friend Mr. Bhaskara Menon wants to know all the aspects of the question and it appears he does not favour the motion. If he was living in 1900, when the Shoranur—Cochin line was first started, I say he would have opposed even that proposal. That railway line also was started as a small metre-guage line and now it has become one of the most useful railways in the whole of India. Likewise this road we are going to construct will one day become one of the most important roads connecting Kerala with the Great Tamil Nadu, thereby increasing our prosperity.

Mr. T. A. Ramachandra Ayyar *(Nellayi):* Will not the opening of the road affect the income of our Tramway?

Mr. T. Narayana Menon *(Conservator of Forests):* It will not affect the income of the tramway, because it is a new area, which has nothing to do with the tramway line.

***Mr. E. Ikkanda Warriar** *(Cheruthuruthi):* Sir, I wish to thank the Government for giving us an opportunity to discuss this all-important question and I also hope that in future when they embark upon schemes of such magnitude, they will give the House also an opportunity to discuss them. I had the privilege of discussing this matter in the Standing Finance Committee for over an hour, if I remember correct, and I am glad to say that it was discussed in such minute details that the Diwan President himself

*Speech not corrected by the hon'ble member.

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was compelled to say that it was such a beautiful scheme that he was afraid that there must be some snag somewhere, and fortunately he could not find that. Really it is so. It would appear we are really striking a gold mine there, in that part of the State, if all the figures given to us are correct. When it was discussed in the Standing Finance Committee, I was thinking that there has not been sufficient investigation of the matter, because all the details that were presented to us now were not given to us in that form in the Standing Finance Committee. I thank you, Sir, for giving us all this information. Yet one or two questions still remain. There are some doubts about two or three matters which I wish to express for the consideration of the House and also for the consideration of the Government. It is not in the least my object to place obstacles in the matter. To me it appears to be one of vital importance, and it is this. The first thing is about the sale of those lands. We were told that we were going to get sometimes much more than, probably double the amount, that we were going to spend upon that scheme. If that is so, there will be a great demand, and that amount must come out of the sale of these lands.

Mr. President: Sale of trees would cover about 40 per cent. Sale of trees would bring much more than the sale of lands. We do not anticipate much from the sale of lands alone.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* About the sale of trees, I had a small doubt. I would express it and leave it there. It is, whether the removal of trees would really affect the rainfall of the country. And to me it appears to be a very serious matter. I only propose to sound a note of caution so far as the rainfall of the State is concerned. If it will affect the rainfall of the State, it will affect the whole country. We must be careful in the matter. It may bring in more troubles. The exploitation of the trees causes easy drainage, and easy rush of water to the sea breaks all the natural barriers resulting in flood. We have to take those things into consideration. I do not want the Government to stop this scheme. I only want them to consider these aspects and bear these things in mind.

Then about the sale of lands. What the Hon'ble President told us in the Standing Finance Committee meeting was that he would give us four months' time and after that it would be sold in public auction to anybody who pays for it. I say this House should insist on the Government to see that not an inch of land is given to the foreigners. That is my idea. The whole of it should go to Cochinites, because there is a fascinating proposal of utilising the land by foreigners. It should not be understood that I am advocating a "dog

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in the manger" policy. It is not really so. I am even afraid that the Hon'ble President himself is under the impression that if there are not men with sufficient capital here, why not allow others from outside to come and spend their money and exploit the land. If that be so, we have to take into consideration the condition of the people, their financial resources and all that. Under no circumstances for the purpose of getting some wages for our coolies, we can barter away the prosperity of the country. I do admit it is a controversial matter. It may be of academic interest. But one thing I am certain. If we allow these foreign capitalists to come and exploit these lands and allow ourselves to be the proverbial "hewers of wood and drawers of water," it will be just like leeches drawing our life-blood. I ask this House not to be a party to such a thing and pass this resolution with an injunction that these lands should never be sold to foreigners. It must be used only for the use of the Cochin subjects. If, in inducing the people, Government have to spend money, that should be spent, in putting up roads, reclaiming pieces of marshy lands and all that. If you get income by the sale of trees and assessment, I am sure you will be able to find space for expansion which is very much needed, by alloting small acres of land to Cochinites. If you do not allow that, there will be the danger of foreign capitalists coming and occupying the place and enjoying all the fruits of what we are sowing. It is the duty of the Government to prevent such catastrophe and agitation. That is one point that I wish to bring to the notice of the Government.

Another aspect, Sir, is the possibility of taking the scheme right up to Mala and make Mala a small inland port. I am glad to find that that aspect has been considered. It was also discussed in the Standing Finance Committee meeting and we were told that in the interests of the railway income, Government will think that it would be more advantageous for the interests of State to allow the whole traffic to be carried by the railway.

It was pointed out in the course of the Standing Finance Committee meeting that if this road is extended up to Mala, income from the railway would be seriously affected, since much traffic would be diverted by the water route from Mala to the Cochin Harbour. I say there is a fallacy in that argument. While I concede I am no expert, I am saying this from what little experience I had from the way in which the Government keep the Trichur—Ernakulam Canal not navigable for more than 6 months in the year and the consequences that followed. The question came up once and the railway company gave special privileges and reductions in the freight to traffic from Ernakulam to Trichur. At that time they offered easier terms to those who took the goods by railway. In this way they were trying

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in the early stages to stop as a matter of fact that route. The canal, had it been made navigable throughout the year, would have given permanent employment to a large number of people, and the income these poor people will be earning will be very small compared to the large profits earned by the railway. These small payments to a large number of people would have gone a great way in the matter of giving employment to many who have no other work to do. And if we are able to provide work for a large number of people, that would mean prosperity to the State as a whole, just as rainfall however small each drop of it be, if it falls universally throughout the country, the relief it brings will be a relief that will be enjoyed by all. I say this question has to be seriously considered. No doubt the railway income would be a little more. But even there granting that they raise another 2 lakhs we have to remember that we will have to share it with them. You cannot get all the income. Unfortunately, the railway is not managed by us. It is managed on the basis of a contract. I therefore submit to the consideration of this House and for the consideration of the Government that even though the income may be ultimately a little more than that we are getting now, in consideration of the ultimate retension of the moneys that will be going out of the country in the hands of a large number of people in the State itself, the prosperity that they will be able to bring to the State will be much more than the prosperity that would be brought by an increase in the receipts from railway. I therefore request the Government and this House to give to its serious consideration to these two aspects before they finally take up the scheme.

So far as the scheme itself is concerned, there is absolutely no snag anywhere. One point which has not been elucidated to us, I may also bring to the notice of the Government. The Government told us what reactions it will have upon the future coming into existence of the Kollengode-Trichur Railway. That scheme is dropped—I think that was reply given to us by the Diwan. But we have not been told whether it has been dropped temporarily or permanently. If it has been dropped permanently as an uneconomic thing, I say we do not want it. Otherwise, if it is the case where the scheme has been temporarily dropped under the impression that it will not give the necessary income for sometime to come, and ultimately we find we are able to explore the further inland through that metre-guage and bring more commodities from these areas to our Port, should we not take up that also? With these few words, I commend this motion for the acceptance of this House on condition that the Government should undertake not to give even an inch of land to any foreigner.

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Mr. V. J. Mathai *(Planters):* Sir, I must in the first place voice a word of complaint, in that I got the agenda only on Friday. As a member representing the interests vitally affected though beneficially, I think a longer notice was necessary; the result was that I could not communicate with my constituents and place more facts, if necessary, before this Council. I am not in a joking mood at all, when I say this. I got the agenda only on last Friday.

Before I deal with the points raised by the Hon'ble Member for Cheruthuruthi both for and against in a spirit of constructive criticism if I may term it, I should place before the House, a layman's point of view of the whole matter. From Chalakkudi to Trichur it is 22 miles.

Mr. A. V. Moothedan *(Chalakkudi):* About 20 miles.

Mr. V. J. Mathai *(Planters):* 22 miles, I say.

Mr. A. V. Moothedan *(Chalakkudi):* No, 20 miles.

Mr. V. J. Mathai *(Planters):* Yes, word against word. Moothedan against Mathai *(Laughter).* And Trichur to Pollachi is 60 miles. From Pollachi to Valparai 32 miles, from Valparai to Malikkiparai Estate 16 miles. Therefore altogether it comes approximately to 130 miles while the new road is only 43 miles. That is one picture of the whole matter.

Secondly, when you see Pollachi even for the first time, you ask the question why Chalakkudi should not be as important as Pollachi, if not more, because the whole reason behind the growth and development of Pollachi is the Annamalais. The plantations there are about 35,000 acres in extent. The number of employees that are passing through Pollachi, the number of vehicles going through, the number of shops, the bazaars that are consequently benefited, do all contribute one way or other directly or indirectly to improve that area. Therefore it ought to be the Coimbatore people and Pollachi people and not the people of Cochin State or Trichur who should complain about the opening of this road, if at all there should be a complaint, because we would be getting a lion's share of the Pollachi trade.

Now, before I go on to the additional argument in support of the proposal I should deal with some of the very wide points raised by Mr. Warriar, as I said, in a spirit of constructive criticism. He raised a very reasonable apprehension as to effect on the rainfall if the forests there are denuded. As far as cardamum is concerned, we want plenty of shade and we need not cut many trees at all. This applies to coffee plantations also. Therefore in the case of the cardamom and coffee plantations you do not cut all the trees, but only the undergrowth and a few trees.

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Mr. K. Ayyappan *(Ezhuvas-Kanayannur):* Anyhow you are going to fell trees worth 5 lakhs.

Mr. V. J. Mathai *(Planters):* Only excess trees. The question is whether rainfall depends upon the proximity of trees to one another—I submit that trees standing 10 ft. apart 12 or ft. apart would not make much difference. Without any difference in temperature and in the heights reached by the trees and foliage, there cannot be any diminution of rainfall. Then coming to tea, it also requires shade.

Mr. K. Ayyappan *(Ezhuvas-Kanayannur):* So you say you will have to sell the lands to the cultivators of these products only?

Mr. V. J. Mathai *(Planters):* Next comes rubber. As far as rubber is concerned you cut down trees and you raise other trees, so that in all the four kinds of plantations you will find absolutely no need for the complete denudation of forests as they are. I, therefore, do not think that that argument holds water, and can apply.

Secondly, comes the question of floods. The question of increase in floods will arise only again if land is denuded, and if sufficient work is not done to prevent soil erosion. If you go to Mr. Walmesley's rubber estate, you will see that every protection is taken against soil erosion. Pits are dug to catch water. In fact it is in the vital interests of the planters themselves to see that there is no soil erosion and there is no downright flow of water. Therefore both the fears are groundless.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* I am a layman.

Mr. V. J. Mathai *(Planters):* Then comes the question of the sale of lands. I do not know whether any one of you will doubt my patriotism. I have been born in Cochin State and my forefathers have been here for generations. Therefore, take it as coming from an independent without any party obligation, obeying no commands —I can state before this House with a sense of conviction—that if foreigners have come to our land and started plantations in our hills.....

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* They came for your good !

Mr. V. J. Mathai *(Planters):* Yes. They have done us much good. A wise Diwan of Cochin, Thottakkat Sankunni Menon thought that the lands should be opened up. Every effort was made to see that planters were induced to go up there and settle down. No Cochinite, would go up—whose fault was that?

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* What was the population there at that time?

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Mr. V. J. Mathai *(Planters):* A few elephants and tigers. That was all*(Laughter)*, and now 3000 to 4000 souls. That was the population. You do not want to go and work there. Youngsters, without any qualification, academic qualification, are making thousands by working on the land, from rubber, from tea, from coffee, young men coming from Kanjirapilli using cars for their daily bath to take them from Kanjirapilli to the Kottayam river. Why all the money come from rubber, from tea, from coffee. You don't want to work. People come from outside and make money out of this land. You are afraid of elephants, tigers and malaria. Mr. Walmesly, for instance, has come all the way from London and settled at Palappilli and took to plantations, while the Pudukad people won't go up to Palappilli. He has started plantations and has given work to many. Therefore the fault does not lie on the foreigners. It lies with us.

Mr. K. Ayyappan *(Ezhuvas-Kanayannur):* He is not blaming the foreigners.

Mr. V. J. Mathai *(Planters):* Don't think that Thottakkat Sankunni Menon yielded to any one in his patriotism, that the late Sir Sree Rama Varma of august memory who abdicated the *Musnad* yielded to any one in patriotism. They gave lands to foreigners to develop. As a result the Nelliampathies and other areas were opened up. I have been up in the Nelliampathies for two months recently and I was working there. There is not a single Cochinite planter up there, except Mr. Harihara Ayyar. Why? Has the Government prevented you from going up there? Our people do not want to work. These people alone dare the toil. You go to Palappilli, the same story. Then take Malkaiparai. There also you see the Europeans, the Brahmins and the Kottayam Christians. No Cochinite will dare to go up. You are afraid of elephants and bisons. I say they are kinder than very many men around us. *(Laughter).* They are so gentle that there has been not a single case in Nelliampathies of anyone meeting death by attack from bisons. In fact I met half a dozen bisons myself. As soon as they saw me they simply walked away. So gentle!

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Why not embrace them?

Mr. V. J. Mathai *(Planters):* Therefore I say that it is rather un-informed criticism that all our lands are going to foreigners. You ask the Government to give the lands at concessional rates. I hope the Diwan would give the lands to Cochin planters at concessional rates by spreading premiums over 20 years.

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Mr. K. Ayyappan *(Ezhuvas-Kanayannur):* That is what Mr. Warrier wanted.

Mr. V. J. Mathai *(Planters):* Not all, I am not finding fault with Mr. Warriar. I am only stating the points from my little experience. You might be surprised to know that Sir Campbell Bannerman came to Nelliampathies as a coffee planter, Neville Chamberlain was sent by his father Joseph Chamberlain as a planter to Bahamas. They believed in it. They sent their sons to toil and sweat. It is our fault that we don't take advantage of these opportunities. It is not their fault. Therefore the best we can ask is to wait for some time to see whether Cochinites take to it. The Diwan President has very lucidly stated that Government will be making those concessions.

Now, after waiting for some time, five years, 10 years, suppose no Cochinite comes, and the Cochinites still went up for M.B., B.S., or B.A., B.L., without realising that there are hundreds of Diwan Peishkars' salaries up in the hills, and that there are planters who are drawing salaries equal to that of the Diwan. Forgetting all these advantages if you still do not go up the hills, what should Government do? Give it to anybody that comes. I therefore strongly urge upon the Government and request them that instead of allowing the lands to lie fallow, they should give them to anybody that comes. I also endorse the view of Mr. Warriar that every concession should be given to Cochinite planters.

Mr. E. Ikkanda Warriar *(Cheruthuruthi):* Of course that was only a minor suggestion I gave.

Mr. V. J. Mathai *(Planters):* I also treat it as a minor point.

I should, however, sound a note of warning in this connection. Any area of land less than 200 acres in extent is not an economic holding. Suppose you want to cultivate a cardomom plantation. You should have a smoke house. Suppose you want to plant rubber. You must have a smoke house for curing it. Then again for coffee also you require coffee curing houses. In the case of tea there should be a factory. Therefore what I say is, nothing less than 200 or 150 acres will be economic. We shall put the minimum as 150 acres for a factory. We have to be therefore very careful when we ask for small bits of lands, five acres, 10 acres and like that, to be given to agriculturists.

Apart from these points raised in a spirit of constructive criticism I welcome this road, firstly because it will help the planting industry to no small extent and secondly because it will be opening up huge areas in Cochin which are now left to *Kadars*, elephants and

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the like. Even the wind-fallen trees in this area, I think, are not collected. Then thirdly plenty of areas for rice cultivation will be opened. From the statistics we have learned that Cochin can feed us only for five months in the year. Any move to open up paddy fields therefore should be supported and ought to be welcomed. I find hundreds of acres of beautiful lands there. Then further there is the possibility of shortening the route from Pollachi to the other side. The Nelliampathy road will also be benefited. If the road is opened the end of the Oriental Estates will only be a few miles from here. This scheme will be one of the blackest elephants imaginable and not a white elephant. It will yield revenues for the State. For these reasons, I think, I should support the motion.

Mr. M. K. Devassy *(Adur):* Mr. President, Sir, I wish to lend my support to this motion generally. Several observations have been made both for and against the motion by hon'ble members, some of which require expert knowledge.

Mr. Warriar has drawn the pointed attention of this House to the possibility of losing rainfall. I am sure the Government will realise that if it will so happen it is certainly a calamity to this State. I wish Government examines the question by requisitioning the services of an expert who can speak with authority on the subject. I stood up mainly with the purpose of giving my support to the suggestion made by Mr. Warriar, to extend this road from Chalakkudi to Mala. I had occasion to point out this in the Standing Finance Committee. I believe that this scheme as originally conceived by the Government was to terminate this road at Mala. The advantage of that proposal is that all the goods now transported by railway could be taken by water at cheap rates. It will also solve the problem of unemployment among labourers and increase the volume of trade and employment of Mala. The chief objection raised by the Diwan President against this suggestion in the Standing Finance Committee was that it will affect the income of the Railway. In the first place, I should tell you, Sir, that so far as the income of the railway is concerned, already the railway is losing a substantial portion right from Pollachi down to Chalakkudi as a result of the construction of this road and from Chalakkudi to Cochin Harbour it is only a much smaller income than which we expect from Pollachi to Chalakkudi.

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Mr. T. P. Poulose *(Kanayannur):* Only from Shoranur to Chalakkudi we are losing.

Mr. M. K. Devassy *(Adur):* Even if it is from Shoranur to Chalakkudi it is a longer distance than the distance from Chalakkudi to Cochin Harbour. If the Government can ignore the question of the railway charges from Shoranur to Chalakkudi it can well ignore the charges from Chalakkudi to the Cochin Harbour. Even assuming that it is so, I wish to draw the attention of this House to another aspect of the question. It has been my experience Sir, to find bridges utilised both for vehicular traffic and for railway getting out of repair for vehicular traffic alone on festival days when we can expect maximum bus traffic. Those who have travelled to Trichur by bus would have noticed that the bridge near Nellayi gets out of repair for bus traffic during the Pooram days and during the Sivarathri days. Why? There is no question of our giving a monopoly to the railways if the railway cannot compete with us. The simple question is this. Have not the railway to be run on a competitive basis? If the railway people cannot take goods cheaper than others, then the railways ought to suffer and it is not our look-out to see that we are enhancing the income of the railways which do not run on a competitive basis. Suppose the railway company comes tomorrow and tells us, "you should block all the roads," will the Government accept that request? I am sure they will turn it down. So that my suggestion to this House is, viewing this question from a larger aspect it is a policy which the Government should never encourage. That is a policy which the Government should fight and should bring down the railway people to competitive rates. Nay, the Government should treat it as a dangerous policy inasmuch as it affects our indigenous traffic enterprise. The Government by extending this road to Mala will be opening up a place which is really important, a place which has been recognised by Government to be a developing commercial centre and over which Government has already spent a substantial amount. I refer, Sir, to the amounts that have been spent in constructing the new landing place at Mala, and amount that has been spent in deepening the canal leading to Mala because of the commercial importance of the place. I do not know whether the Diwan President had the opportunity to visit Mala and I am sure if he had ever visited Mala he would agree with the observations I made now. It is one of the few places which will develop into a commercial inner harbour if only the Government were to concentrate its attention on that place. And this is one of the best occasions which the Government could utilise to improve that place both by benefiting those who are interested in taking their goods to the Cochin

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Harbour and also in the larger interests of the large number of people who will be benefited by the labour that will flow from it.

Mr. T. Narayana Menon *(Conservator of Forests):* With regard to one point raised by my Hon'ble friend Mr. Ikkanda Warriar regarding the effect of the denudation of forests upon rainfall, I may be allowed to make a few remarks. To start with, the question of rainfall does not arise here, because by the opening of the road we are not going to completely denude the forest growth on the areas affected. With regard to this particular area I may mention that the apprehension of the Hon'ble Member Mr. Warriar is not well-founded, because, after all, in this scheme the area that is going to be converted for paddy cultivation (which will be a comparatively small area of one thousand acres) alone have to be completely denuded and that small area is by the side of the river. The bulk of the area which is going to be converted into plantation is to be devoted for cultivation of rubber, tea, cardamom, etc. As Mr. Mathai explained to you, in these areas there is no question of complete cutting and removal of all the trees. Only a few trees here and there would be cut off in the case of cardamom. Even where the forests are removed for tea planting the growth will be substituted by tea bushes. In the case of rubber there is only a substitution of trees. That is to say we would not completely denude the forests of all their vegetation. I do not, therefore, think that there is much room for apprehension on that particular score.

Mr. President: The discussion on this motion will continue to-morrow.

The House adjourned for lunch at 1-10 p.m. and re-assembled at 2-30 p.m. with M.R.Ry. K. Ayyappan Avl., Deputy President, in the Chair.

LEGISLATIVE BUSINESS

The Cochin Income-tax Bill

Rao Sahib K. Achyuta Menon *(Secretary to Government):* Mr. President, Sir, I have great pleasure in presenting the report of the Select Committee on the Cochin Income-tax Bill. As the report shows there have been very few modifications in it and the Bill as emerged from the Select Committee is substantially in the same form as the original one. The dissenting notes are by two members, one from Mr. Govinda Pai and the other from Mr. C. R. Iyyunni. They have made their points very clear in their dissenting notes. I have no observation to make on these matters. I beg to move that

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